

Plate 13 illustrates the preferred treatment of an overpass or bridge type structure. As Plate 13 suggests, the concrete abutment has been accented with details and the side slopes have been softened and made more irregular.



Plate 13: Screening Using Vegetation

Screening with
Vegetation

The mitigation techniques depicted in Plate 13 will be incorporated into the final design to address similar issues encountered at the proposed interchange locations. Plant groupings and softened grading may be used to reduce the contrast created by the large and complex structures. Retaining structures may consist of materials that blend into the surrounding environment. Guardrails and fencing may also be chosen in less reflective materials that blend into the surroundings and made more irregular. The bridge itself can be screened by tree and shrub groupings. Where appropriate, the use of earth-tone colors with rustification treatments will be incorporated into the structural design to blend more favorably with the adjacent terrain.

Bridge Design to Reflect Community Values

Bridges can also be designed to reflect local pride and history as shown in Plate 14.

Plate 14: Potential
to Reflect Community
Pride or History in
Bridge Design



Visitor Interpretation and Interpretive Signage and Way-Finding

Way-finding and interpretive signage provides a methodology for the public to learn additional information about the region's cultural and natural history at rest stops. Scenic overlooks also give tourists an opportunity to stop and reflect on the various aspects of the region's landscape. Plates 15 and 16 illustrate how highways can be a great gateway to inform visitors about the

region and its history. Simple signage can enhance a visitor's experience by summarizing what is interesting and worth seeing in any given portion of the roadway. Where appropriate, coordination of themes and design will be considered to highlight the area's unique man-made and natural features. This coordination will be designed to embody the interests of the local communities and those of the U.S. Route 20 Work Groups and the U.S. Route 20 Advisory Council.

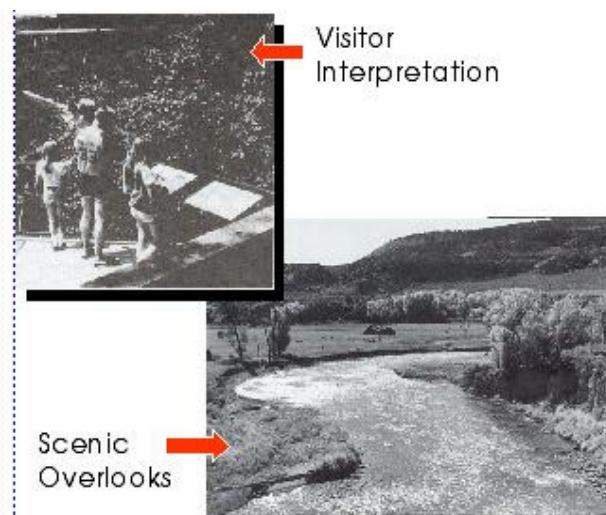


Plate 15: Visitor Interpretation



Plate 16: Interpretive Signage and Way-finding

4.12.4 Conclusions

The alignments of the Freeway and Expressway Alternates have been developed by taking into consideration the visual resource class objectives. The areas in which these objectives have not been met are generally found in Landscape Zone 1 (Upland Hills and Ridges) where topographic variation requires the use of structures and where the visual resource objectives are more demanding. In Landscape Zone 2 (Rolling Hills and Valleys) and Landscape Zone 3